

January 9, 2008

Surface Transportation Board
Attn: Ms. Victoria J. Rutson
Chief, Section of Environmental Analysis
395 E. Street, S.W.
Washington, D.C. 2043-0001

Re: Canadian National RR Proposed Acquisition of EJ&E RR
Docket # FD_35087_0

Dear Ms. Rutson,

I am writing this letter in opposition of the Canadian National RR Proposed Acquisition of the EJ&E RR. My backyard lies only 50 feet from this RR track. When we purchased our home we were aware of the RR and at that time 3 or less trains per day were traveling this track. I can understand that there would be growth and can accept that to a degree, as it has grown to around 7 trains per day. This 7 trains per day is outside of the amount of time that the RR spends switching trains, storing trains near our homes, and maintenance that takes place regularly. All of which is very loud. I would be interested in knowing if someone could conduct a decibel test on some of these trains from my backyard. I would imagine that they would not pass your standards. Some are loud enough to wake us at night with all of our windows closed without blowing their horns.

The horns are another subject. Our village, Hoffman Estates, IL. has been working with the EJ&E on creating a quiet zone through our neighborhood. I would like to see this included as part of the process of environmental review. Approximately 3 miles of homes in Hoffman Estates back up to the EJ&E tracks, and many are much closer to the tracks than mine, with no fence or buffer. I know what you are thinking, a sound wall could be a condition or mitigation item, but I'm sorry to say Ms. Rutson, but even though a sound wall would probably reduce the noise, this would not be acceptable in our area where we cherish the environment where we live. You see, our homes also back up to the forest preserve. Were you aware that Hoffman Estates has one of the largest areas of forest preserve in IL? We don't want to look out our windows and see a wall; we want to see nature, the trees and animals. The locally documented wildlife trail travels from east to west from this forest preserve, crossing these RR tracks, through our yards, and with the possibility of a 400% increase in trains traveling this track by CN, you now put this wildlife in greater danger.

I'm wondering if the documentation that is being submitted for review by CN has been updated with this new demographic information, this is a highly populated area now, and is no longer corn fields. We purchased our homes in these areas for a certain quality of life and would like to retain that.

I encourage you to conduct a complete and thorough review of the application, the additional traffic projections, including the most comprehensive process of environmental review, as well as review of all requests brought to your attention by each and every resident. I encourage NEPA to be a part of this process to examine how these actions significantly affect the quality of life and human environment. These traffic projections would create a standstill at our RR crossings; create safety hazards, and further risk to our children on school buses and emergency response vehicles.

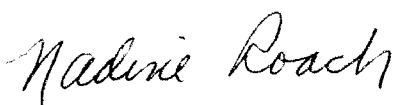
If you do consider approval of this acquisition I strongly suggest that each and every community be considered with regard to enforceable conditions to mitigate the adverse impact. Consideration should be given to but not limited to:

- Review of all crossings with field visits for evaluation
- Review of train sections with field visits where close human contact is a viability, other than RR crossings, for evaluation
- Conduct formal testing of noise /decibel levels where close human contact is a viability, other than RR crossings, for evaluation
- Installing and upgrading gates and other warning devices
- Adding or improving demarcation of 'Stop' lines and other traffic control pavement markings
- Install new or additional warning signs such as
 - Do Not Stop on Tracks
 - Do Not Go Around Gates When Lowered
- Establishing and posting toll free telephone numbers at crossings to enable drivers to report malfunctioning warning devices, stalled vehicles, or other dangerous conditions

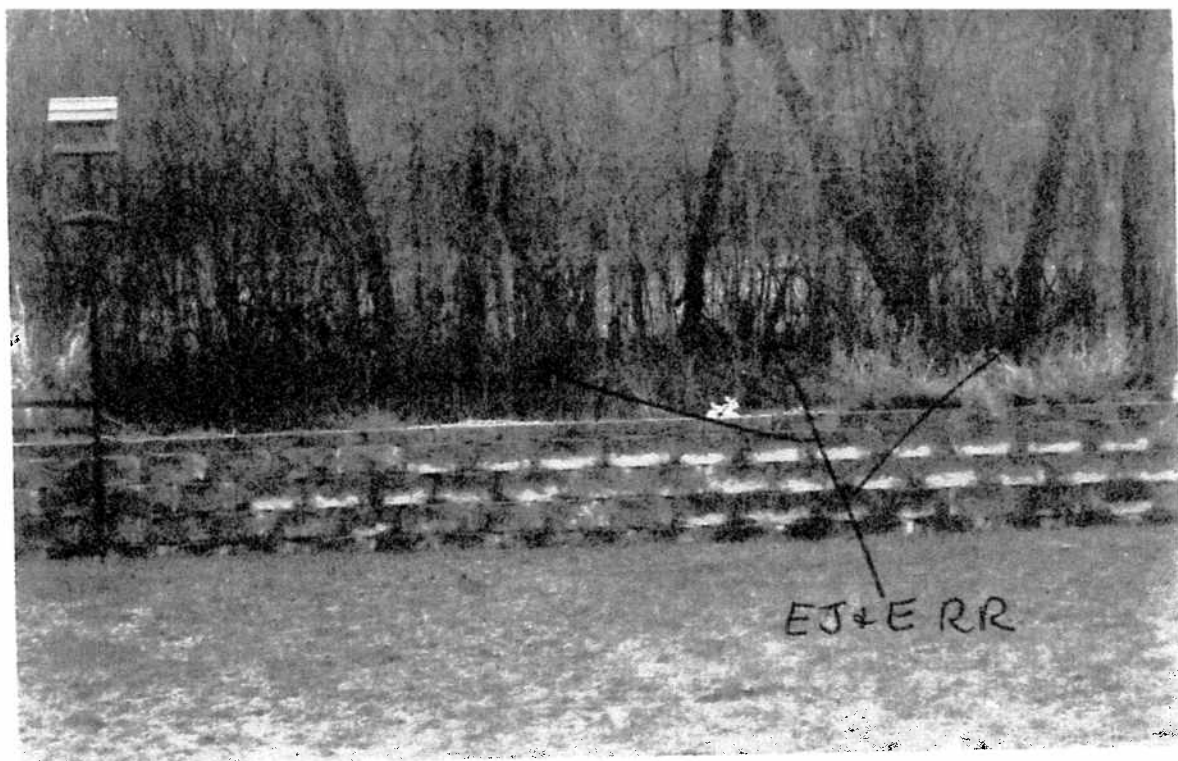
If I was viewing this from its highest level, this looks as if the city of Chicago is just shifting its problems to the suburbs. There is no ultimate gain for Chicago, who, with it's CREATE project will only be replacing the same RR traffic with new but different RR traffic, but I doubt the south side neighborhoods of Chicago are aware of this; and the gain for CN, 1 DAY, is what they say they would gain in commute time. Is 1 day worth the increased risk of thousands of lives? In this instance I don't think transportation needs outweigh public safety or interests. The route CN is traveling today through Chicago does not prevent them from meeting their transportation needs. I think CN should explore relocating their rail traffic to alternative rail corridors.

Thank you for your time.

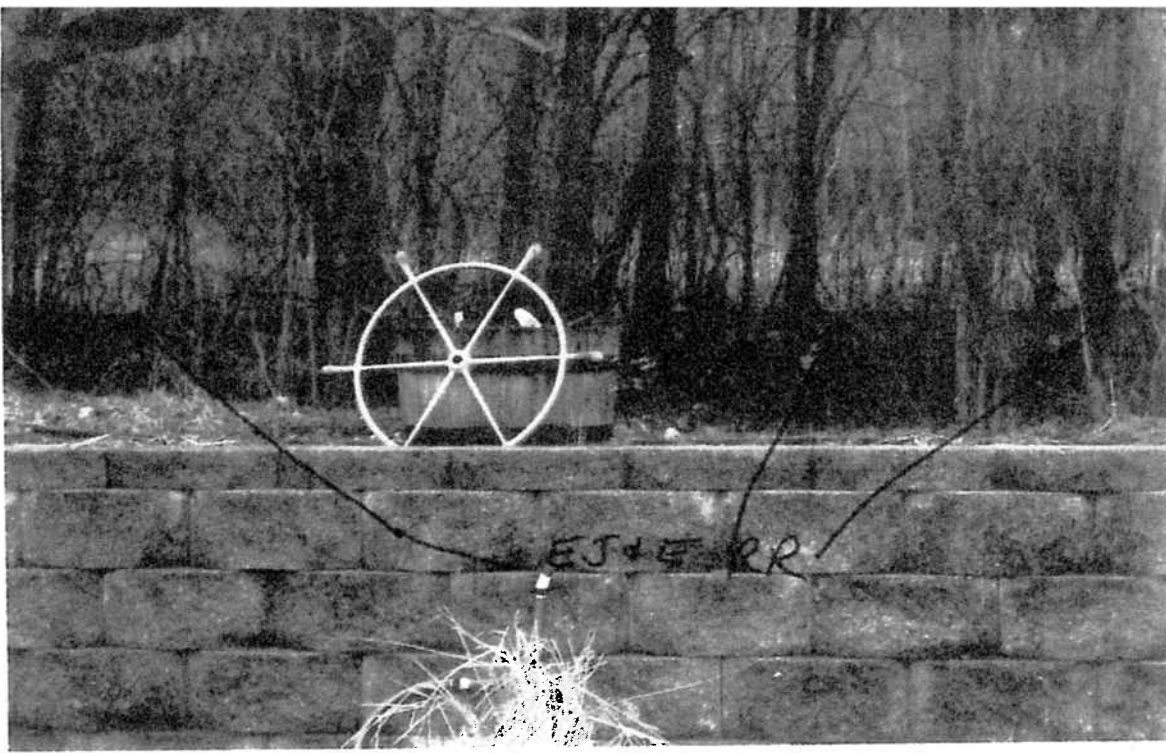
Regards,



Nadine Roach
1415 Mallard Lane
Hoffman Estates, IL 60192
Enclosures (6)



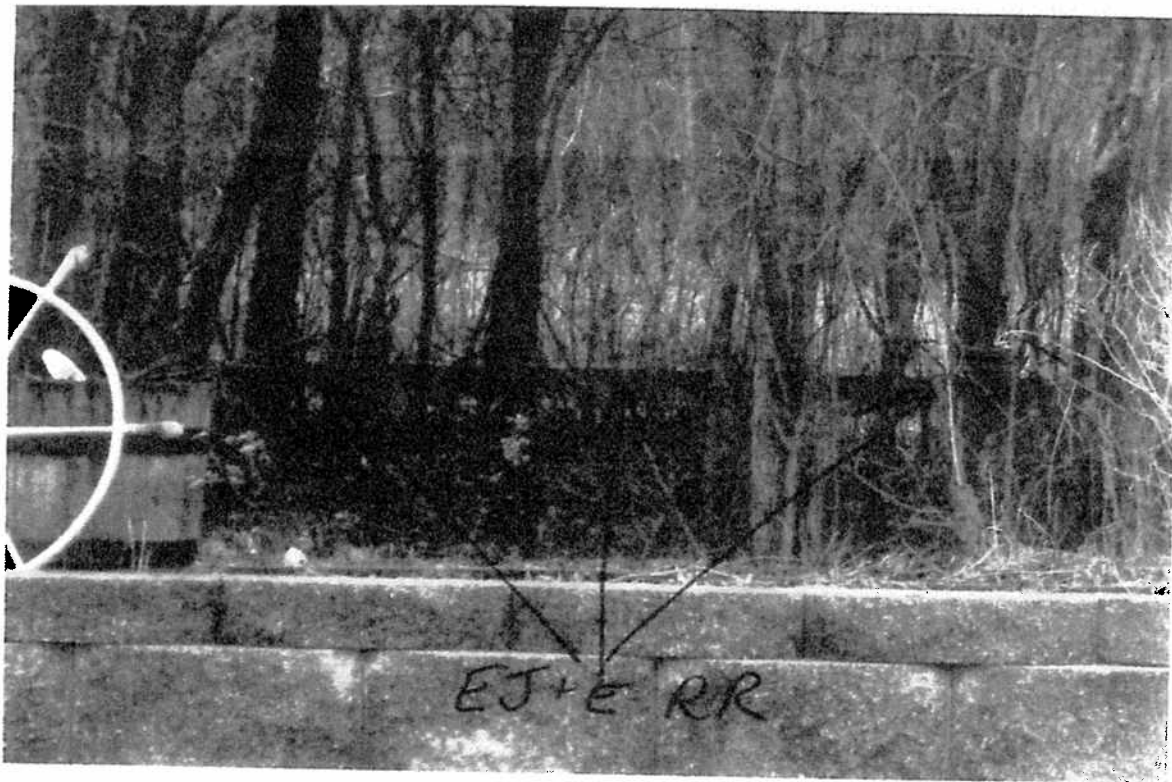
Naline Roach's backyard
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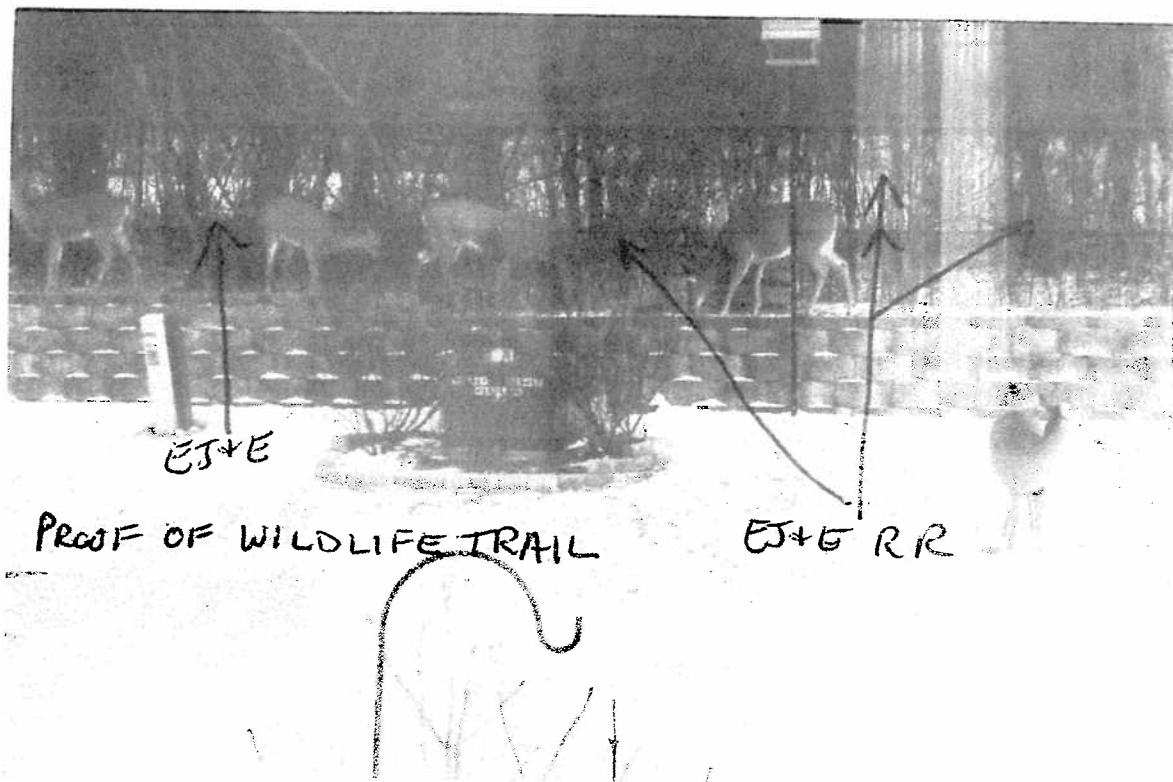
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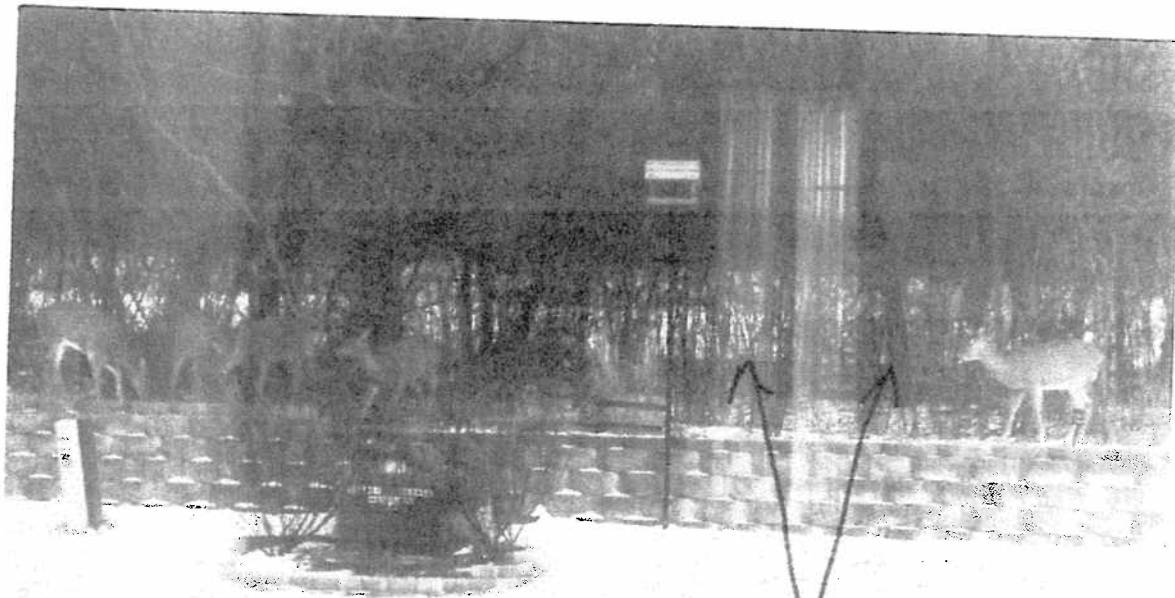
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creek across the street.

note: we do not feed the deer, they travel
 the wildlife trail crossing thru our yard to the



PROOF OF WILDLIFE TRAIL

EJ + E RR



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 wildlife trail crossing thru our yard to get to
 the creek across the street.